

GIRDER 1 (LINE NO. 1)

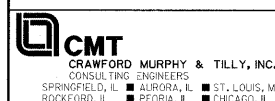
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+40.01	-77.192	472.562	472.562
Ⓞ Brg. N. Abut.	1488+41.35	-77.112	472.570	472.570
A	1488+51.33	-76.515	472.630	472.626
B	1488+61.31	-75.919	472.690	472.682
C	1488+71.30	-75.323	472.750	472.736
D	1488+81.28	-74.726	472.807	472.788
E	1488+91.26	-74.130	472.861	472.835
F	1489+01.24	-73.533	472.910	472.880
G	1489+11.23	-72.937	472.956	472.924
H	1489+21.21	-72.340	472.998	472.969
I	1489+31.19	-71.744	473.036	473.017
Ⓞ Pier 1	1489+41.99	-71.098	473.072	473.072
J	1489+51.97	-70.502	473.102	473.136
K	1489+61.95	-69.906	473.128	473.195
L	1489+71.94	-69.309	473.150	473.261
M	1489+81.92	-68.713	473.168	473.321
N	1489+91.90	-68.116	473.182	473.377
O	1490+01.88	-67.520	473.193	473.428
P	1490+11.87	-66.924	473.199	473.470
Q	1490+21.85	-66.327	473.202	473.503
R	1490+31.83	-65.731	473.200	473.524
S	1490+41.81	-65.134	473.195	473.530
T	1490+51.79	-64.538	473.186	473.526
U	1490+61.78	-63.941	473.173	473.502
V	1490+71.76	-63.345	473.156	473.473
W	1490+81.74	-62.748	473.135	473.422
X	1490+91.72	-62.152	473.110	473.367
Y	1491+01.71	-61.556	473.082	473.299
Z	1491+11.69	-60.959	473.049	473.225
AA	1491+21.67	-60.363	473.013	473.145
BB	1491+31.65	-59.766	472.972	473.061
CC	1491+41.63	-59.170	472.928	472.979
Ⓞ Brg. Pier 2	1491+56.15	-58.302	472.857	472.857
DD	1491+66.13	-57.706	472.803	472.782
EE	1491+76.11	-57.109	472.746	472.712
FF	1491+86.10	-56.513	472.684	472.645
GG	1491+96.08	-55.917	472.619	472.579
HH	1492+06.06	-55.320	472.549	472.513
II	1492+16.04	-54.724	472.476	472.446
JJ	1492+26.03	-54.127	472.399	472.376
KK	1492+36.01	-53.531	472.318	472.302
LL	1492+45.99	-52.934	472.233	472.225
Ⓞ Brg. S. Abut.	1492+56.79	-52.289	472.137	472.137
Bk. S. Abut.	1492+58.13	-52.209	472.124	472.124

GIRDER 2 (LINE NO. 2)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+42.96	-68.113	472.758	472.758
Ⓞ Brg. N. Abut.	1488+44.30	-68.042	472.766	472.766
A	1488+54.29	-67.510	472.824	472.820
B	1488+64.27	-66.978	472.883	472.875
C	1488+74.26	-66.446	472.941	472.927
D	1488+84.24	-65.914	472.996	472.976
E	1488+94.23	-65.382	473.047	473.021
F	1489+04.22	-64.850	473.094	473.064
G	1489+14.20	-64.318	473.138	473.106
H	1489+24.19	-63.786	473.177	473.148
I	1489+34.17	-63.254	473.212	473.194
Ⓞ Pier 1	1489+44.72	-62.692	473.246	473.246
J	1489+54.71	-62.160	473.273	473.307
K	1489+64.69	-61.628	473.297	473.364
L	1489+74.68	-61.096	473.316	473.428
M	1489+84.66	-60.564	473.332	473.485
N	1489+94.65	-60.032	473.344	473.539
O	1490+04.64	-59.500	473.352	473.588
P	1490+14.62	-58.968	473.356	473.628
Q	1490+24.61	-58.436	473.356	473.658
R	1490+34.59	-57.904	473.352	473.676
S	1490+44.58	-57.372	473.345	473.680
T	1490+54.56	-56.840	473.333	473.673
U	1490+64.55	-56.309	473.318	473.647
V	1490+74.54	-55.777	473.299	473.614
W	1490+84.52	-55.245	473.275	473.562
X	1490+94.51	-54.713	473.248	473.504
Y	1491+04.49	-54.181	473.217	473.432
Z	1491+14.48	-53.649	473.182	473.356
AA	1491+24.47	-53.117	473.143	473.274
BB	1491+34.45	-52.585	473.101	473.187
CC	1491+44.44	-52.053	473.054	473.103
Ⓞ Brg. Pier 2	1491+58.42	-51.308	472.982	472.982
DD	1491+68.41	-50.776	472.926	472.905
EE	1491+78.39	-50.244	472.867	472.833
FF	1491+88.38	-49.712	472.803	472.764
GG	1491+98.36	-49.180	472.735	472.695
HH	1492+08.35	-48.648	472.664	472.628
II	1492+18.34	-48.116	472.588	472.558
JJ	1492+28.32	-47.584	472.509	472.486
KK	1492+38.31	-47.052	472.425	472.410
LL	1492+48.29	-46.520	472.338	472.331
Ⓞ Brg. S. Abut.	1492+58.84	-45.958	472.242	472.242
Bk. S. Abut.	1492+60.18	-45.887	472.230	472.230

GIRDER 3 (LINE NO. 3)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+45.91	-59.021	472.954	472.954
Ⓞ Brg. N. Abut.	1488+47.25	-58.958	472.962	472.962
A	1488+57.24	-58.492	473.019	473.015
B	1488+67.23	-58.025	473.076	473.068
C	1488+77.22	-57.559	473.132	473.119
D	1488+87.21	-57.092	473.185	473.165
E	1488+97.20	-56.625	473.234	473.208
F	1489+07.18	-56.159	473.278	473.248
G	1489+17.17	-55.692	473.319	473.288
H	1489+27.16	-55.225	473.356	473.328
I	1489+37.15	-54.759	473.389	473.371
Ⓞ Pier 1	1489+47.45	-54.277	473.419	473.419
J	1489+57.44	-53.811	473.444	473.478
K	1489+67.43	-53.344	473.465	473.533
L	1489+77.42	-52.878	473.483	473.594
M	1489+87.41	-52.411	473.496	473.650
N	1489+97.40	-51.944	473.505	473.701
O	1490+07.38	-51.478	473.511	473.748
P	1490+17.37	-51.011	473.513	473.785
Q	1490+27.36	-50.545	473.510	473.812
R	1490+37.35	-50.078	473.504	473.828
S	1490+47.34	-49.611	473.494	473.830
T	1490+57.33	-49.145	473.480	473.820
U	1490+67.32	-48.678	473.463	473.792
V	1490+77.31	-48.211	473.441	473.756
W	1490+87.30	-47.745	473.415	473.701
X	1490+97.29	-47.278	473.386	473.640
Y	1491+07.28	-46.812	473.352	473.566
Z	1491+17.26	-46.345	473.315	473.487
AA	1491+27.25	-45.878	473.274	473.402
BB	1491+37.24	-45.412	473.229	473.313
CC	1491+47.23	-44.945	473.180	473.227
Ⓞ Brg. Pier 2	1491+60.69	-44.316	473.107	473.107
DD	1491+70.68	-43.850	473.049	473.028
EE	1491+80.67	-43.383	472.987	472.954
FF	1491+90.66	-42.916	472.921	472.882
GG	1492+00.65	-42.450	472.851	472.811
HH	1492+10.64	-41.983	472.777	472.742
II	1492+20.62	-41.517	472.700	472.670
JJ	1492+30.61	-41.050	472.618	472.595
KK	1492+40.60	-40.583	472.533	472.518
LL	1492+50.59	-40.117	472.443	472.436
Ⓞ Brg. S. Abut.	1492+60.90	-39.635	472.347	472.347
Bk. S. Abut.	1492+62.23	-39.573	472.334	472.334



FILE NAME = ...:\006.TOP OF SLAB ELEVATIONS-11-NB.dgn
 USER NAME = Rob Heady
 PLOT SCALE =
 PLOT DATE = 10/7/2011

DESIGNED - BPD
 CHECKED - WLB
 DRAWN - GLD
 CHECKED - BPD

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II
 STRUCTURE NO. 100-0088 (N.B.)

SHEET NO. 6 OF 75 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(X1-6-2)HKB-2	WILLIAMSON	968	591
* F.A.I. 57 AND F.A.P. 331		CONTRACT NO.	78182	
ILLINOIS FED. AID PROJECT				